
From: Wil
Sent: Wednesday, December 08, 2004 12:44
To: Woody Bill
Subject: Document1

Season's greetings Mr. Woody,

Attached is a copy of an E mail sent to me by a crew member of the Matanuska. It is rather banal, except in one point it memorializes that there was a control systems and steering problem that the state new about and made not great effort to fix. I believe I mentioned, in a past email, that I felt that the steering lag could have increased the advance by .03 to .04 of a nautical mile, perhaps more. This has never been quantified, but I'm sure a computer model accounting for the vessels draft and normal transfer at that load condition along with speed could define the parameters of error in that regard.

I have learned that the regular master had complained about this to the office (I believe it was Barry Lucas) I also have learned that both regular masters and chief engineers had officially complained to the office about working conditions in respect to fatigue etc, that winter of 03/04.

The individual who sent this to me from the Matanuska also said the USCG was aboard making inquiries about watches, work and rest etc. and that the problems in that regard were pretty much glossed over, also that this was the only vessel the officer was reviewing. Since it is on the Bellingham run and has the least callouts/port calls of any route it was, perhaps, not the best choice. Al do believe that only a thorough statistical shadow of all the vessels, and runs could come up with a quantitative analysis of the sleep deprivation issue that would be realistic. A one time interview is barely anecdotal and too subject to personal opinion. Not that this has much relevance to the Le Conte grounding other than to illustrate, if properly documented, that a serious problem does exist.

Thank you again for your time,

Best regards,
Wil Petrich

08/05/2005

Subject: [Fwd: [Fwd: LeConte redelivery]]
 Date: Fri, 08 Oct 2004 11:40:12 -0800
 From: Ted Bradley <Ted_Bradley@dot.state.ak.us>
 To: Steward Aurora <steward@aurora.dot.state.ak.us>

----- Original Message -----

Subject: [Fwd: LeConte redelivery]
 Date: Fri, 08 Oct 2004 10:50:10 -0800
 From: Larry O'Loane <lawrence_o'loane@dot.state.ak.us>
 To: ted Bradley <ted_bradley@dot.state.ak.us>

FYI...

----- Original Message -----

Subject: LeConte redelivery
 Date: Fri, 08 Oct 2004 09:43:15 -0800
 From: Larry O'Loane <lawrence_o'loane@dot.state.ak.us>
 To: John F Falvey <john_falvey@dot.state.ak.us>
 CC: Larry O'Loane <lawrence_o'loane@dot.state.ak.us>, Phil Grasser
 <phil_grasser@dot.state.ak.us>, PAUL JOHNSON <paul_johnson@dot.state.ak.us>, Cisco
 Flores <cisco_flores@dot.state.ak.us>, THOMAS CAREY <tom_carey@dot.state.ak.us>,
 brad thompson@admin.state.ak.us, David Ryan <David_Ryan@wreckage.org>,
 mike_wilson@dot.state.ak.us, joe_martin@dot.state.ak.us, james_beedle@dot.state.ak.us
 References: <40CD07C3.4060009@dot.state.ak.us> <40D64E3F.4060404@dot.state.ak.us>
 <40EAF837.4040104@dot.state.ak.us> <40F2A828.5060908@dot.state.ak.us>

Please be advised that Sea Trials for the LeConte have been delayed until Monday, 12 October. This is to allow adequate time for recommissioning of several vital control systems and the repair of deteriorated fire main piping called out by the USCG on Thursday, 7 October.

At the time of the grounding, the LeConte was still dealing with control system issues left over from installations performed over the 2003-2004 CIP. PMC (control system contractor) is currently aboard the vessel and will work through the weekend on these issues. Vital work by Sperry to upgrade and recommission the steering stand was completed late PM yesterday, 7 October.

After sea trials on Monday, the vessel will undergo COT inspections (USCG) and annual inspections (ARS) on Tuesday and Wednesday for issuance of necessary certificates before the vessel is allowed to return to passenger service. It is projected at this time that the LeConte will leave Ketchikan 0800 on Saturday, 16 October.

The assistance and diligence ASD in the final days of this repair project is to be commended. The vessel has been made available in a timely manner by the efforts of both the yard and vessel crew.

Larry O'Loane